

AMENDMENTS TO THE CLAIMS

The following is a complete, marked-up listing of revised claims with a status identifier in parenthesis, underlined text indicating insertions, and strike through and/or double-bracketed text indicating deletions.

LISTING OF CLAIMS

1. (Currently Amended) A large-capacity vehicle for transporting people, comprising:
carriages coupled by lower articulated connections and by upper articulated connections, at least two carriages being respectively supported on at least one of a bogie and set of running gear, both the lower articulated connections and the upper articulated connections permitting turning movements of the carriages about the vertical axis when cornering, the vehicle including more than three parts, wherein at least one upper articulated connection is embodied in such a way that the vehicle can carry out pitching movements about a transverse axis when traveling through a depression or over an elevation, one of the upper articulated connections including a connecting element embodied and connected to the at least two carriages configured to permit pivoting and rolling movements about a longitudinal axis of the vehicle, wherein the connecting element of the upper articulated connection is embodied as a rigid connector rod and is connected to the two carriages via ball and socket joints.

2. (Currently Amended) A large-capacity vehicle for transporting people, comprising:
carriages coupled by lower articulated connections and by upper articulated connections, at least two carriages being respectively supported on at least one of a bogie and set of running gear, both the lower articulated connections and the upper articulated connections permitting turning movements of the carriages about the vertical axis when cornering, the vehicle including more than three parts, wherein at least one upper articulated

connection is embodied in such a way that the vehicle can carry out pitching movements about a transverse axis when traveling through a depression or over an elevation, one of the upper articulated connections including a connecting element embodied and connected to the at least two carriages configured to permit pivoting and rolling movements about a longitudinal axis of the vehicle ~~The large-capacity vehicle as claimed in claim 1, wherein the~~, wherein the connecting element of the upper articulated connection is embodied as a rigid connector rod and is connected to the two carriages via ball and socket joints and the connecting element of the upper articulated connection is embodied as a twistable connector rod and is connected to the two carriages via single-axle joints.

3. (Cancelled)

4. (Previously Presented) The large-capacity vehicle as claimed in claim 2, wherein a rotational axis formed by at least one of the ball and socket joints and the single-axle joints of the upper articulated joint and a rotational axis of the lower vehicle joint, movable in a spherical fashion and arranged centrally at a vertical distance between the carriages, lie on the same vertical axis.

5. (Previously Presented) The large-capacity vehicle as claimed in claim 1, wherein the rolling movements are limited by a component including a damping function.

6. (Previously Presented) The large-capacity vehicle as claimed in claim 5, wherein the component includes the function of a stop.

7. (Previously Presented) The large-capacity vehicle as claimed in claim 5, wherein the component has a spring loading function.

8. (Previously Presented) The large-capacity vehicle as claimed in claim 5, wherein the component limits the rolling movements acting on the two carriages.

9. (Previously Presented) The large-capacity vehicle as claimed in claim 5, wherein the component limits the rolling movements acting on the carriages at one end, and limits the rolling movements acting on at least one of the ball and socket joints and a single-axle joint at the other end.

10. (Previously Presented) The large-capacity vehicle as claimed in claim 3, wherein a rotational axis formed by at least one of the ball and socket joints and the single-axle joints of the upper articulated joint and a rotational axis of the lower vehicle joint, movable in a spherical fashion and arranged centrally at a vertical distance between the carriages, lie on the same vertical axis.

11. (Previously Presented) The large-capacity vehicle as claimed in claim 2, wherein the rolling movements are limited by a component including a damping function.

12. (Previously Presented) The large-capacity vehicle as claimed in claim 6, wherein the component has a spring loading function.

13. (Previously Presented) The large-capacity vehicle as claimed in claim 6, wherein the component limits the rolling movements acting on the two carriages.

14. (Previously Presented) The large-capacity vehicle as claimed in claim 6, wherein the component limits the rolling movements acting on the carriages at one end, and limits the

rolling movements acting on at least one of the ball and socket joints and a single-axle joint at the other end.

15. (Previously Presented) The large-capacity vehicle as claimed in claim 7, wherein the component limits the rolling movements acting on the two carriages.

16. (Previously Presented) The large-capacity vehicle as claimed in claim 7, wherein the component limits the rolling movements acting on the carriages at one end, and limits the rolling movements acting on at least one of the ball and socket joints and a single-axle joint at the other end.

17. (Currently Amended) A large-capacity vehicle for transporting people, comprising:

a plurality of carriages coupled to one another by lower articulated connections and by upper articulated connections, the lower articulated connections and the upper articulated connections being configured to permit turning movements of the plurality of carriages about a vertical axis, wherein at least one upper articulated connection is configured to permit the vehicle to carry out pitching movements about a transverse axis, and is configured to permit pivoting and rolling movements about a longitudinal axis of the vehicle, wherein the connecting element of the upper articulated connection is embodied as a rigid connector rod and is connected to the two carriages via ball and socket joints.

18. (New) A large-capacity vehicle for transporting people, comprising:

a plurality of carriages coupled to one another by lower articulated connections and by upper articulated connections, the lower articulated connections and the upper articulated connections being configured to permit turning movements of the plurality of carriages about a vertical axis, wherein at least one upper articulated connection is configured to permit the

vehicle to carry out pitching movements about a transverse axis, and is configured to permit pivoting and rolling movements about a longitudinal axis of the vehicle and the connecting element of the upper articulated connection is embodied as a twistable connector rod and is connected to the two carriages via single-axle joints.

*** END CLAIM LISTING ***